

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	1955 Vehicle Production Plan	DATE DISTR.	21 January 1955
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This is **UNEVALUATED**
 Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. The production of motor vehicles, motorcycles and tractors in East Germany in 1955 is planned to be nearly double that of 1954, the actual figures (in units) are as follows: 25X1

	<u>1954</u>	<u>1955</u>	
Passenger cars	22,800	25,000	25X1
	400)	400)	
Trucks	13,425)	14,260)	
Tractors	8,860	12,070	
Motorcycles	44,000	64,000	25X1
Motor scooters	-	25,000	

In addition, it is planned to produce 50,430 gasoline engines and 9,769 Diesel engines (some of which are destined for the above vehicles) in 1955 compared with 33,665 and 7,840 respectively for these types in 1954.

2. Planned production of trailers and bicycles is as follows:

	<u>1954</u>	<u>1955</u>	
Trailers	3,950	4,500	25X1
Bicycles	665,000	745,000	

3. The planning authority at the Ministry of Machine Construction has found great difficulty in covering the metal casting requirements for this program, and in September Minister Heinrich Rau set up a special commission to make a thorough investigation of the methods of allotting orders for castings. Since then it has been touring East Germany to conduct inquiries on the spot and has now reached the conclusion that there is a great deal of overlapping in this field and that far too many foundries are engaged in producing

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(NOTE: Washington distribution indicated by "X", field distribution by "(S)")

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25X1

small quantities of the same castings. Re-allotments are at present in progress.

4. As a consequence of this conclusion, many of the smaller foundries are being struck off the quota list for supplies of pig-iron - a policy that is arousing a great deal of opposition and is liable to cause great harm to the export program in other fields, since it is just these smaller foundries that produce the high-grade castings so essential in the precision and optical instrument branches. Many of these foundries are not under the direct control of the Ministry, being part of the so-called "local economy", and are thus without champions at court, with the result that their bitter complaints go unheard.
5. The investigating commission consists of four members, three from the Ministry: Naeser, head of the Commercial Department, Loeffler of the Technological Department and Heimberger of the Production Branch and one, Kuhndorfer (fnu), from the Central Foundry Institute in Leipzig. Their deadline is the end of the year.
6. Attached as Annex A is an analysis of the Vehicle Production Plan for 1955 together with comparative figures for 1954.

25X1

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25X1

Annex APlanned Production of Vehicles, Trailers and Bicycles
in East Germany in 1954/1955

<u>Works</u>	<u>Planned production in units</u>		<u>% increase in 1955</u>
	<u>1954</u>	<u>1955</u>	
<u>VEB Schlepperwerk Brandenburg</u>			
(a) Caterpillar tractors KS 07/62	2,000	2,500	25%
(b) Diesel engines	40	140	250%
<u>VEB Gespannfahrzeugbau, Rathenow</u>			
Horse-drawn carts	4,200	6,500	54%
<u>VEB Industriewerk Ludwigsfelde</u>			
(a) Z8 (Heavy tractors?) ¹	-	10	-
(b) Diesel engines	-	64	-
(c) "Diesel-ameisen" (factory trolleys)	500	1,000	100%
<u>VEB Schlepperwerk Schoenebeck</u>			
Wheeled tractors RS 08/15	1,100	2,000	82%
<u>VEB Geraetebau Schoenebeck</u>			
Diesel engines	4,330	4,330	nil
<u>VEB Schlepperwerk Nordhausen</u>			
(a) Wheeled tractor RS 30	2,760	3,000	8%
(b) " " RS 40	2,500	3,500	40%
(c) " " RS 10/45	-	30	-
(d) Caterpillar tractor KS 12/45	-	30	-
(e) Diesel engines	110	275	150%
<u>VEB Automobilfabrik EMM Eisenach (IFA)</u>			
(a) Passenger cars Type 240	-	500	-
(b) " " " 50	-	500	-
(c) " " EMM	1,500	2,000	33%
(d) " " F9 and F9P	14,300	14,500	1%
(e) Motorcycles R 35	4,000	10,000	150%
(f) Gasoline engines	3,415	4,000	17%
<u>VEB Fahrzeugwerk Waltershausen²</u>			
Trailers	2,600	3,000	15%

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Annex A (Continued)

<u>Works</u>	<u>Planned production</u> <u>in units</u>		<u>% increase</u> <u>in 1955</u>
	<u>1954</u>	<u>1955</u>	
<u>VEB Moeve-Werk Muehlhausen</u>			
Windlasses and winches	37,000	40,000	8%
<u>VEB Fahrzeug-und Geratwerk Simson, Suhl</u>			
(a) Motorcycles 'AWO'	18,000	20,000	11%
(b) Gasoline engines	500	550	10%
(c) Bicycles	215,000	215,000	nil
(d) Motor scooters	-	25,000	-
<u>VEB Kraftfahrzeugwerk Phaenomen, Zittau</u>			
(a) Trucks	4,425	4,450	$\frac{1}{2}$ %
(b) Diesel engines	990	1,390	40%
(c) Gasoline engines	710	800	12%
<u>VEB Kraftfahrzeugzubehoerwerk, Meissen</u>			
Windlasses and winches	30	30	nil
<u>VEB Blechverformungswerk, Leipzig²</u>			
Trailers	1,350	1,500	11%
<u>VEB Zahnrad-und Getriebewerk, Leipzig</u>			
Bicycles	450,000	530,000	17%
<u>VEB Motorradwerk Zschopau (IFA)</u>			
(a) Motorcycles RT 125	19,000	23,000	21%
(b) " RT 250	-	1,000	-
(c) " BK 350	3,000	10,000	233%
(d) Gasoline engines	6,840	21,380	212%
<u>VEB Kraftfahrzeugwerk Audi, Zwickau</u>			
Passenger cars F8 (without engines)	7,000	7,500	7%
<u>VEB Kraftfahrzeugwerk Horch, Zwickau</u>			
(a) Trucks H 3 A	4,600	5,000	
(b) Engines ³	2,000	3,000	50%
<u>VEB Kraftfahrzeugwerk Framp, Heinitzen</u>			
Trucks (without engines)	2,400	2,400	nil
<u>VEB Kraftfahrzeugwerk, Werdau</u>			
(a) Motor trucks H 6 (without engines)	2,000	2,410	20%

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Annex A (Continued)

<u>Works</u>	<u>Planned production</u> <u>in units</u>		<u>% increase</u> <u>in 1955</u>
	<u>1954</u>	<u>1955</u>	
(b) Special vehicles ⁴	400	400	nil
<u>VEB Motorenwerk, Chemnitz (IFA)</u>			
(a) Gasoline engines	22,200	23,700	7%
(b) Injection pumps	23,680	27,380	15%
<u>VEB Motorenwerk, Berlin-Johannistal</u>			
Diesel engines	370	570	54%

In addition, the following concerns will make gears, accessories and spare parts for the above program:

VEB Metallwerke, Harzgerode
 VEB Gelenkwellenwerk, Stadtilm
 VEB Felgenwerk, Ronneburg
 VEB Kraftfahrzeug-Zubehoerwerke, Gera
 VEB Lenkgetriebewerk, Triptis
 VEB Fahrradteilewerk, Zella-Mehlis
 VEB Fahrzeugwerk, Wilsdruff
 VEB Kraftfahrzeugzubehoerwerke, Dresden
 VEB Getriebewerk, Liebertwolkwitz
 VEB Stossdampferwerk, Hartha
 VEB Bremsenwerk, Limbach
 VEB Einspritzpumpenteilwerk, Wolfspfuetz
 VEB Kraftfahrzeug-Blechverformungswerk, Bernbach
 VEB Fahrradwerk Elite-Diamant, Chemnitz
 VEB Karosseriewerk, Meerane
 VEB Getriebewerk, Glauchau
 VEB Fahrzeugteilewerk, Reichenbach
 VEB Metallwarenfabrik, Oberfrohna

British Comments:

1. The Z8 produced at Ludwigsfelde is probably a "Zugmaschine" of eight tons.
2. The trailers made by the Blechverformungswerk Leipzig and the Fahrzeugwerk Waltershausen may be tanker trailers.
3. Presumed to be Diesels.
4. The "Special vehicles" (Sonderfahrzeuge) produced at Werdau are possibly heavy trucks for the use of the KVP.

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